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DPD-0579-59
Copy 3 of 5

21 January 1959

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report, 14-16 January 1959, Coordinate U-2 Program
with AMC WSPO, [redacted]

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1. Departed Washington, D.C. Mil-air 11:15 14 January 1959.
Diverted to Pittsburgh due to weather at Dayton. Travelled by rail
to Dayton, returned com-air 16 January 1959.

2. The entire IRAN program was discussed by the undersigned
and [redacted] as pertained to scheduling,
condition of aircraft, input dates, operational requirements, and
actual slotting of aircraft to meet scheduling proposed by Lockheed
(DPS-5946.)

3. Consolidation of aircraft, FOG and CHALICE, was then accom-
plished and a projection made (See Encl #1) to determine the actual
time each aircraft would have on the input date which would commence
7/6/59. This projection does not include 342, 344, and 358 since all
concerned agreed these three aircraft would require IRAN prior to
1 July 1959 to meet operational requirements.

4. The erratic appearance of Enclosure #1 is caused by scheduling
low time aircraft before high time aircraft to meet operational criteria
furnished by operations.

5. Encl #2 contains consolidated data reflected by the graph
(Encl #1). Enclosures #3 and 4 are the projection and condensation of
data contained on the graph pertaining to FOG IRAN only. Projection is
to commence 1 March 1960.

6. [redacted] and the undersigned agreed that the IRAN
program could be supported only if both parties agreed IRAN was necessary
and input dates were agreed upon in order to permit a continuous flow
through the IRAN cycle.

7. Conclusions: The undersigned after carefully reviewing the
enclosures recommends that only 342, 344 and 358 be placed in IRAN during
1959 and that the remaining articles be scheduled with FOG commencing
1 March 1960. The above recommendation is based on the following:

a. Undetermined life of project

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- b. Projected flying hours based on 25 hours/month indicates that by 1 March 1960 only four of the remaining ten aircraft will have reached 1,000 hours and no more than 1,160 hours.
- c. The excellent maintenance afforded project aircraft indicates that each one is capable of accumulating 1,000 hours or more before IRAN becomes a necessity.
- d. All projected modifications can be accomplished in the field by Tech Reps.

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ENCLOSURES: 4

DPD-DD/P-FND:ms (21 Jan 1959)

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